

# Contact

Magazine for and about members of the 349th Air Mobility Wing  
Travis Air Force Base, California

Vol. 18, No. 9

September 2000



## Wartime Operations...ASTS Prepares

# Commander's Corner

by Col. James T. Rubeor  
349th AMW Commander

Welcome back from the Labor Day Weekend! I hope it was a joyous time spent with family and friends and it recharged your batteries for the busy time ahead! More importantly, I hope it was safe! If it was, then we will have successfully closed out our "101 Critical Days of Summer" with no accidents or incidents. That's a great tribute to you and your commitment to our readiness mission here at Travis AFB.

While it's important to celebrate the victories along the way, (and a safe summer is certainly one of these!), now is not the time to let your guard down. So keep up the great safety attitude!

September will be a busy month for us here at the 349th AMW. It's the closeout for the fiscal year and is the last chance to make sure all your annual tour is completed. Have you filled out all the paperwork and gotten your vouchers turned in? The job is not over until the paperwork is done! Take a minute and make sure your records reflect all the duty you have performed this year.

I have a challenge for you. ATWIND ends at 6:00 p.m. on Sept. 5. I anticipate Team Travis will go down to the wire with Fairchild AFB to see which base had more participation to win the overall grand prize of \$50,000. I know many of you still have game pieces that are not registered. If they are not registered, they don't count. So go fish them out of your BDU pockets, collect them off the top of your dresser, dig them out of the seats of your car and register them! Go to [www.atwind.com](http://www.atwind.com) or call 1-888-597-9960 and do it before Sept. 5. **You** are the margin of victory and only **you** can make it happen!

Everyone who volunteers their time to be a reservist is special to me, but we had several of our reservists who did something extra special in the skies over Canada in July. Their story is covered in this month's *CONTACT* and I highly encourage you to read it. Special recognition goes to 70th ARS members **1st Lt. Shane Butler**, **Master Sgt. Joe Lambertus**, **Master Sgt. Ben Reed**, **Staff Sgt. Ernest Valles** and, in true Team Travis fashion, the Aircraft Commander was from the 6th ARS, **Capt. Jeff Crehan**. Well done!

Speaking of Team Travis, one of our members in EOD, **Master Sgt. Darin Frye**, has volunteered to lead a team of Active Duty EOD members on a U.S. State Department tasking. He'll lead his team to New York for the United Nations Assembly September 1-21. The 60th EOD community has been exceptionally busy this year, and when you need a little help, who ya gonna call? The 349th AMW!

We have a unique opportunity this month to help heroes from days gone by. You may not know this but many of the homeless in the San Francisco Bay area are actually military veterans. The Veterans Administration offers a program called the *East Bay Stand Down* where we provide them some help. There's more about the program in this edition of the *CONTACT*. If you're interested in helping, call **Lt. Col. Lonnie Williams** at (707) 424-3931.

Another article in this month's *CONTACT* recognizes the outstanding efforts of **Lt. Col. Jeanne Haddad** and **Tech. Sgt. Greg Irish**, 349th OSF. They are modest about their performance in the recent inspection, but they are true superstars!

Have you heard about the new split disbursement option

on your travel voucher? As you should have heard by now, any expenses associated with your official travel should be charged to your government travel card. Instead of filing your voucher, waiting for the funds to show up in your account and writing a check to VISA, you can send the funds directly to VISA. Simply check the block at the very top left of the travel voucher marked "Split Disbursement" and fill in the amount you want sent. You must fill in something, however, or nothing will be sent. Simple! While I'm on this subject, let me congratulate you on your outstanding fiscal responsibility. Our delinquency rate on the government travel card is 1 percent, well under the goal of 1.5 percent, and one of the best in AFRC.

Good news on the legislative front! Your elected representatives recognize the hard work and sacrifice you make and have just passed legislation that authorizes another pay increase. The pay raise for FY 2001 will be 3.7 percent and overall defense spending will increase to \$20 billion. That's two years in a row of significant pay raises and will hopefully continue for several more years.

We're expecting a visit from two great supporters of the Reserve, **Gen. Tony Robertson**, AMC/CC and **Chief Master Sgt. of the Air Force, Jim Finch**. They both will visit Team Travis September 18-21 and will spend one of those days visiting us here at the 349th AMW. My plan is to take them around to meet as many of our great people as we have time for. If you see us walking around, come over and introduce yourself. We should be pretty easy to spot.

I need your help in dispelling a rumor. While it is true that we are looking at going to two UTA's, no decision has been made yet. There are pros and cons to each and we are looking at all the angles. The one decision we have made is this – we will stick with the FY 01 schedule that we already have published. We view that as a contract between you and your employer and we change it only when we absolutely have to. So October 2001 is the earliest we could shift to two UTA's. I'm interested in your thoughts on the subject, so give them to either your commander or myself.

One of the biggest drawbacks to the proposal is the increased pressure it would put on base lodging. This would be in addition to the increased pressure we put on it because of our proposed decrease to the commute area. We have made the decision to decrease the commute area and are working on the details. I hope to announce the results by next month.

Once we see the impact of a decreased commute area, we'll have a better feel for what two UTA's might do to us. The long-term fix we are pushing hard for is a new lodging facility on base. **Brig. Gen. Thomas Kane** and I are going to Washington, D.C., this month to see if we can generate support both in the Pentagon and on Capitol Hill. The best reservists in the world deserve world-class facilities!

A quick plug here for what promises to be a great event. **Chief Master Sgt. Tony Maddux**, the **Top Three Council**, and **First Sergeants' Group** are arranging a Combat Dining-In. If you've never been to one of these, they are a lot of fun! Ours is going to be on Saturday, October 28, in Hangar P-14. The price is right - \$5! So put it on your calendar and load up your super soaker!

See you at the UTA! ➔



## Command Chief Master Sergeant's Corner

by Chief Master Sgt. Anthony L. Maddux

As Air Force NCOs, most of what we do seems to fall into a logical order based on the situation. For instance, following proper military customs and courtesies, enforcing standards and procedures, using Air Force checklists, preparing for inspections, falling into formation for commander's calls and maintaining our technical skills to remain proficient in our job.

We are members of a great military team. As a NCO, you are a leader with unique obligations and responsibilities as stated in the Creed of the Noncommissioned Officer. "I am part of the United States Air Force Noncommissioned Officer Corps, dedicated to preserving peace and security for our nation. In pursuit of this goal, I will at all times: Uphold the public trust placed in me. Exercise my full legal and moral authority in carrying out my responsibilities. Apply sound management and leadership techniques in accomplishing the mission. Strive for increased effectiveness in myself and in those entrusted to my supervision. Remain loyal to my supervisors, subordinates and fellow NCOs. Enhance the proud reputation of the NCO Corps by my personal example.

Does any of this sound familiar? The Air Force Core Values. These values ring clearly in the NCO Creed. The Air Force strives to recruit, train, and retain the best people. It's not unlike any other large organization, hiring and training thousands of people to perform highly skilled jobs.

Hiring, training, and keeping good people are challenging initiatives for any large organization. Although the Air Force establishes minimum requirements, you should strive to exceed these requirements to enhance your military career.

You alone are responsible for your own career decisions and progression. Do all that you can to stay informed of career enhancement opportunities, then take advantage of these opportunities. Also as a leader, mentor your people by informing and assisting them in making appropriate career decisions.

Only you have the ability to transform information and experiences into knowledge and wisdom to use in your future leadership development. You will always be learning new skills, experiencing new things, and charting new areas that will enhance and hone your own leadership skills and abilities.

It is true that leadership is a journey, it is not a final destination. ➔



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### On the cover:

Staff Sgt. Stephen Squires, 349th Aeromedical Staging Squadron security team NCOIC, assists Senior Airman Joshua Maher with his ground chemical ensemble during a chemical warfare attack. The training exercise culminated a six-month War Skills Program at Camp Parks Reserve Forces Training Area, Calif., Aug. 5-6. Medical personnel assumed the responsibility for security at the aeromedical staging facility subjecting themselves to automatic weapons fire, unexploded ordnance, and sporadic chemical and biological agents, which severely tested their ability to survive and operate in a hostile environment. The exercise is intended to prepare the squadron for its Expeditionary Operational Readiness Exercise, which it will undergo during Operation Pacific Warrior in January 2001, and for real-world contingency operations.

(Photo by Tech. Sgt. Kevin Jackson)

## Contact

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*All in a day's work***KC-10 connects with Canadian Hornet**

by 1st Lt. Dawn Young

The voice over the radio sounded frightened and scared. His radio was bad, crackling and wavering. Communication connection to the air traffic controller was hit and miss.

Other aircraft in the area were relaying information to the pilot trying to lend a helping hand. But a hand was not what the Canadian F-18 Hornet pilot needed. He was running out of gas and it was happening quickly. Panic was setting in.

This is where the crew from the 70th Air Refueling Squadron, 349th Air Mobility Wing and 6th ARS, 60th AMW, enters the picture.

"The day, July 23, started out like any other ordinary day," said 1st Lt. Shane Butler, 70th ARS KC-10A copilot for the mission. "The scheduled day's events included departing Travis Air Force Base and flying near McChord AFB, Wash., where we were picking up a F-117 Stealth. We would then drag [provide the gas] the Stealth over to Terrace Kidamap, British Columbia, where it was set to do a fly by for an air show happening there."

Everything was planned and mapped out for the crew. The KC-10 would orbit over Terrace Kidamap at 20,000 feet while the Stealth completed its fly by for the crowds down below. The two aircraft would then rendezvous at 12,000 feet and the KC-10 would drag the F-117 back to McChord and then the KC-10 and its crew would head home.

However, the Canadian aircraft changed those plans, slightly.

"The weather was bad," said Butler. "There was a solid under cast in all quadrants. For miles all you could see were clouds."

For about 30 minutes the KC-10 crew listened to Vancouver Center trying to communicate with the



File Photo

Canadian pilot. The pilot was wanting to land at Terrace Kidamap. But the controllers could only allow him to go to a minimum vectoring altitude of 11,000 feet. This would not bring him below the solid cast of clouds. "You could hear panic setting in his voice about now," Butler recalled.

Between the bad weather, no gas to take him back home and the fact that the pilot only had an instrument approach plate for Vancouver International Airport, the Canadian pilot had a bleak outlook on life. "It was starting to sound like he would have to punch out of his aircraft," added Butler.

Vancouver Center then contacted the KC-10 crew and asked if it was a tanker. "As soon as we responded, the Canadian pilot jumped on the radio and asked if we were basket equipped," said Butler. "He asked if he could get permission to come up for gas."

First the KC-10 crew needed the F-18 pilot to declare an emergency. "Once the emergency is declared than we can help out," said Capt. Jeff Crehan, 6th ARS aircraft commander for the mission. "I asked him if he would declare an emergency and he quickly responded with a yes!"

Now the crew had to figure out where in the sky this crippled aircraft was located. Time was running short

for the Canadian pilot as gas was nearly depleted. "We asked him where he was," said Butler. "He was right off our nose at 20 miles. We gave him a AA Tacan and before we even had that set up he already had locked on us with his radar."

As the KC-10 made a left turn to get in front of the Hornet, the experienced crew quickly snapped into action and went through its checks to prepare for the refueling. After a quick hose reel reduction test the refueling crew was ready to accept the starving aircraft.

Because of the urgent need for gas, the pilot had time for one shot at hooking up to the basket. Only coming close would transform into having to punch from the aircraft. The F-18 encountered no problems and was quickly on the basket taking 6,000 pounds of fuel.

"Within minutes of declaring the emergency we were there performing the refueling," said Butler. It took about two minutes for the 6,000 pounds of fuel to pass.

The experienced refueling crew included other 70th ARS members, Master Sgt. Joe Lambertus, Tech. Sgt. Ben Reed and Staff Sgt. Ernest Valles.

After taking the gas, the Royal Canadian F-18 found a hole in the clouds and was able to continue on its way -- safe and sound. ➔

# 349th OSF successfully supports IGX3B at Beale AFB and Savannah ANGB

by Senior Master Sgt. Ron Lake

Between July 25 and August 3, more than 1,300 active duty, Guard and Reserve airmen deployed to the Savannah Combat Readiness Training Center to conduct the second ever Air Mobility Command Inspector General sponsored IG exercise (IGX). Two members of the 349th Air Mobility Wing were among those who participated in both Savannah, Ga., and the preparatory week-long IGX3B at Beale AFB, Calif., in late June.

The IGX is part of the new Air Mobility Command Expeditionary Operational Readiness Inspection (EORI) process which was designed to mirror the modern style of deployment – bits and pieces of various wings from both active and reserve components, melded together in the shortest period of time to build a cohesive force. Challenging? You bet. But the new IGX is a reflection of what the Air Force has evolved into – an Expeditionary Air Force.

Lt. Col. Jeanne Haddad, commander of the 349th Operations Support Flight, and Tech. Sgt. Gregory Irish, 349th OSF (Intelligence) were tasked, due to their mobility positions, to be involved in the IGX3B at Beale AFB and Savannah ANGB. Upon their arrival at both locations, they lost their identity as 349th AMW members and became part of the 63rd Air Expeditionary Wing deployed to a simulated overseas location. As members of the 63rd AEW, they provided intelligence support for the C-141s and KC-10s that were providing the air bridge to the war. As part of the ADVON team, Haddad and Irish helped set up office operations in support of the Wing Operations Center commander.

During the IGX at Beale AFB,

Travis-assigned Exercise Evaluation Team members developed and organized challenges for the participants and evaluated how the unit would do in a wartime scenario.

Haddad, the former chief of 349th Intelligence, and Irish provided WOC support, delivered commander briefings, analyzed developing situations, and made recommendations to the WOC commander about troop safety.

“We had several (simulated) chemical and mortar attacks and small arms fire attacks during the exercise,” Haddad said. “We donned MOPP 4 chemical warfare gear on several occasions in response to particular events in the scenario. We practiced the Ability To Survive and Operate (ATSO) and were challenged physically, mentally and emotionally in the June heat,” she added. As if that wasn’t enough, Simulated Special Operations Forces from “rogue” nations also attacked the base on several occasions.

Haddad and Irish were also members of the Threat Working Group (TWG), headed by Intelligence and comprised of security forces, Office of Special Investigation, Explosive Ordnance Disposal, and disaster preparedness office personnel. When something happened, the TWG met to assess the situation, determine which THREATCON and MOPP levels were required to keep personnel safe and made a recommendation to the commander for immediate action. Meetings were conducted a minimum of every two hours to note any changes to existing postures.

Haddad’s team at Beale was assessed as the most effective TWG the IG had seen thus far.

One month later, Haddad and Irish got a chance for a repeat

performance in IGX3B, Exercise Crisis Reach 00-21, at Savannah ANGB. The exercise started July 27 when Haddad and Irish flew from Travis AFB to Andrews AFB, Md., to pick up other players.

Shortly after arriving at McGuire AFB, N.J., en route to Savannah ANGB, Haddad was handed the intelligence office operation. “From that point on, I was responsible for receiving message traffic and sending necessary reports to AMC Headquarters to accomplish the mission,” she said.

“Connectivity of communications was one of the most visible of the Mission Essential Tasks List (METL) items,” said Haddad. “The wing needed to send a message to higher headquarters within four hours of arrival to show that they were on station and to demonstrate what was operating effectively,” she explained. This is one of the most difficult tasks because each person must take time to in-process and set up necessary equipment to speak to higher headquarters.

“The IG said they were really impressed because Tech. Sgt. Irish and I got off the airplane, accessed our checklists, and were very comfortable with the computer equipment necessary to send the messages in a timely fashion,” said Haddad.

“They mentioned that we showed great initiative in setting up the office before the others arrived to help,” Haddad commented.

“All in all, the IG said we did a ‘really good job’—that ‘Travis had set the standard as the best intelligence shop we’ve seen so far’,” Haddad said.

(Information contributed by 459th Airlift Wing, Andrews AFB, Md.) ➔

Security team members Airman 1st Class Saul Valenzuela, Jr., and Senior Airman Ekkasith Phixitxohn take aim at opposing forces during a chemical attack. Guarding the entry control point to the Aeromedical Staging Squadron proved to be a challenging experience.



# Wartime operations

## ASTS preps for EORI, Pacific Warrior

Story and photos by Tech. Sgt. Kevin Jackson

Nestled inconspicuously in California's peaceful Livermore Valley, the 349th Aeromedical Staging Squadron prepared for war.

Forty-three members participated in an intense simulated contingency exercise Aug. 5-6, culminating a six-month rotation of the squadron's War Skills Program. It's the third rotation since the program was initiated in March 1999.

During the first month of the rotation, members learned about the squadron's wartime mission. Second and subsequent months provided the participants with an opportunity to learn and hone their job skills. Finally, the program culminated with an exercise, this being the first held off-site at the Camp Parks Reserve Forces Training Area near Dublin, Calif.

"This program is unique and was identified as a benchmark during our most recent health services inspection conducted by the Air Force Inspector General," said Maj. Ed Sanchez, director of education and

training for the 349th ASTS. "It's the best training we can give our folks. We need realistic training that integrates all the various medical and administrative AFSCs, and focuses their attention on the wartime mission in a non-threatening, learning environment. The War Skills program meets these objectives."

Trainers Sanchez, Master Sgt. Tim Healy and Staff Sgt. Steven Doane scripted the two-day exercise in painstaking detail. It began at 6 a.m. with the squadron recall and continued with the mobility deployment line and briefing. Shortly thereafter, the participants deployed

to Camp Parks RFTA.

Once they arrived, the exercise events unfolded in rapid succession. Participants were forced to constantly adapt and respond to various threat conditions and scenarios designed to test their ability to survive and operate in a battlefield environment.

Twenty-five mannequins, complete with moulage, exhibiting simulated medical conditions created by the 349th ASTS training cadre, provided a degree of realism and a sense of urgency. Physicians, nurses and medical technicians cared for the patients while adapting to ever-changing conditions.



349th ASTS litter team members Tech. Sgt. Jessica Ducusin (left) and Staff Sgt. Cloria Smith (right) remove a patient from the ambulance bus during the 30-minute training session.



And if patient care in a contingency-simulated environment wasn't stressful enough, the squadron defended its entry control point against an opposing force armed with automatic weapons, and chemical and biological agents.

"As a second echelon unit not located on the frontline, we often use base security," said Staff Sgt. Steven Doane, 349th ASTS War Skills Program instructor. "But on this exercise we chose to provide our own security because we may not always have a security force provided for us."

In the evening following the first four missions of the day, the team broke up into three groups: command and control, mission coordination, and administration, for a 30-minute training session before the exercise resumed.

Mission one, which began at 10:30 a.m. and required 16 patients to be loaded from the ambulance bus into a tent simulating an aircraft, took one hour. The same mission was



**Medical administrative assistant Tech. Sgt. Aaron Bailey matches his patient manifest to the load plan.**



**Tech. Sgt. Pat Young checks a manifest to determine which outbound mission the patient is scheduled to take.**

completed in only 15 minutes following the training.

"The training session was really helpful for us," said Staff Sgt. Melvaneida Worthan, 349th ASTS mental health assistant. "People started catching on and performed much better in our last mission."

"The exercise started out rough because of a lack of understanding," added Lt. Col. Bohdan Makarewycz, 349th ASTS chief of professional services and exercise commander. "After our evening training session, everyone had a better understanding of their roles and it flowed smoothly."

Healy said the initial difficulties are normal, but how the participants respond to them are more important. "In the beginning, anxiety was high and frustrations increased until the participants worked out the problems inherent in all exercises. Then the participants regrouped, worked out their problems, started to succeed, and became successful with the missions. It's an important part of any exercise when the group overcomes adversity."

In January, the 349th ASTS will challenge adversity when it undergoes an Expeditionary Operational Readiness Inspection during Pacific Warrior in Hawaii. The squadron

observed its counterpart from Luke AFB, Ariz., being inspected during Operation Pacific Warrior '99.

"We learned a lot at Pacific Warrior last year," said Col. Bart Aspling, 349th ASTS commander. "Because of our experiences at Pacific Warrior, the War Skills Program and with this exercise, we will be well prepared for our EORI scheduled for early 2001." ✈



**Tech. Sgt. Lee Cargile helps Capt. Donna Albert release a litter from the stanchion inside a HUMVEE.**

# Communications squadron assumes new mission, deploys with mobile comm kits

by Chief Master Sgt. Stephen Nefzger

“Just like our active duty counterparts, we must be ready to deploy anywhere in the world, with only 12 hours to notify our families and civilian employers,” said Maj. Craig Wells, 349th Communication Squadron commander, as he described his squadron’s new tasking, to provide mobile, initial communications capabilities.

“The unit is currently transitioning from a personnel-only

augmentation role to a role where we can rapidly deploy three teams of 22 people each,” said Wells. “Each team will be fully equipped with Mobile Initial Communications Kits.”

The teams equipped with the new MICKs will be able to provide far greater communications capability than has ever been deployed in a tactical environment. In addition to these new capabilities, the MICK retains responsibility for providing all traditional command and control capabilities, including high frequency radio, air to ground radio and secure

satellite voice communications.

“The 349th CS is a unique organization with significant responsibilities,” said Wells. Although organized under the 349th Air Mobility Wing for training, upon activation the 349th CS reports to the active duty 615th Air Mobility Operations Group. “This mission defines the ‘Total Force’ concept,” added Wells.

Traditional reservists and active duty members work and train side by side to provide the highest quality communications services to their customers in deployed locations. The US Transportation Command mission resides at only two locations within Air Mobility Command – Travis AFB and McGuire AFB, N.J. At each location, the active duty communications capabilities of the 615th and 621st AMOGs are mirrored by their Reserve counterparts.

The Air Force Reserve Command has a significant responsibility in supporting the Global Reach mission of AMC and USTRANSCOM since half of the 12 MICK packages in AMC belong to it.

When the 349th CS deploys, they are a completely self-contained unit. They bring everything they need to operate and survive until the rest of a bare-base infrastructure is completed. This includes their own tents, generators, food and water. Members of the unit are also trained and ready to provide perimeter security for the operating location.

The unit requires that all members complete Combat Communications Readiness School to be prepared for the challenges of operating in hostile environments.

The 349th CS is highly adaptive, and can operate in everything from a bare-base environment, to augmenting an existing fixed communications infrastructure. “We are ready to provide Total Force communications anytime, anywhere,” said Wells. ✈

## Three major communications weapons system components contained in MICKs

The MICK consists of three major communications weapons system components, described as the Theatre Deployable Communications suite of equipment. These systems include:

**System 1:** The Lightweight Multiband Satellite Terminal for deployable long-haul communications.

**System 2:** The Initial Communications Access Package for intrabase communications infrastructure.

**System 3:** The traditional Command and Control radio and satellite systems.

The TDC/ICAP is made up of state of the art, commercial off the shelf communications equipment for providing complete telephone services, Internet access, classified data services, and video communications infrastructure for a tactical deployed location.



Tech. Sgt. Rick Grau, a 349th CS satellite communications technician, installs a High Frequency Radio System.





Photo by Maj. Anne Macdonald

## Deck repair

*312th Airlift Squadron engineers Master Sgt. Ed Downs and Tech. Sgt. Jose Ibarra powerwash the deck behind the squadron building. The deck, built almost 10 years ago by members of the now-deactivated 710th Airlift Squadron, is rotting underneath and may also need new floorboards. Downs, Ibarra and other squadron members plan to remove the planking, evaluate the foundation and "go from there."*

# Exercise tests unit skills and abilities

by Chief Master Sgt. Stephen Nefzger

In July, the 349th Communications Squadron held an Exercise that broke new ground in deployable communications for Air Mobility Command. For the first time, an Air Force Reserve Command communications unit designed and deployed in a scenario that used the full capability of the Theatre Deployable Communications suite.

Members of the unit performed all network design, planning and coordination for voice, Internet and secure data services. "Normally this planning would be performed at higher headquarters for the deploying unit," said Maj. Craig Wells, commander 349th CS. "However, due to the short response times that must be met, and the highly talented people in the 349th CS, we are able to do all mission planning and engineering."

Phase One of the exercise was the communications "proof of concept" for the teams. While engaged in 24-hour operations, the teams set up three operating locations. One designated the Comm Hub

(Site Alpha), and the other two as operational support locations (site Bravo and Charlie).

Bravo was connected via fiber optic and copper cable, while Charlie was connected via a line-of-sight microwave transmission link. Alpha was home to the long-haul satellite terminal, as well as the primary transmission and cryptographic equipment.

"Each of the two remote locations were designed to replicate situations we will encounter while providing support to deployed customers," explained Wells. Telephone and print services and electronic mail, as well as Internet and secure data services were available at each location.

"We provide the deployed warfighter all of the communications services they use at home and some that fixed bases are not equipped to support," added Wells. "A deployed unit only needs to bring their computers — we provide the rest."

Phase Two of the exercise focused on the field skills people need in order to survive and operate in a tactical environment. These

included classes in vehicle operations, generators, pallet building, tents, camouflage (equipment and personal), chemical warfare, site selection, preparation and security procedures. All of these skills, as well as combat leadership, were put to the test during a grueling Field Training Exercise that culminated the week of training.

"Both phases of this exercise were an unqualified success," said Wells. "Unit members documented scores of 'lessons learned' while setting up the deployed communications infrastructure. Many of the AMC 'Firsts' were captured for implementation throughout the Command. We hope for the best, but train for the worst. When we deploy, I want to be sure that every member of the team is fully prepared with the skills they need to meet any challenge, technical or tactical," said Wells.

As citizen airmen, the members of the 349th CS are here because they want to be; to serve their country, and to be a member of the military family. They are ready and willing to accomplish any mission, and provide Total Force communications anytime, anywhere. ✈

## **SECURITY FORCES LOOKING FOR CATM INSTRUCTORS**

TRAVIS AIR FORCE BASE, Calif. -- Do you like going to the firing range and firing weapons? Do you like conducting training? Would you like an opportunity to travel the world in direct support of the national defense?

If this interests you, then look no further than the 349th Security Forces Squadron.

The 349th SFS is aggressively seeking men and women to fill vacancies in the Combat Arms Training and Maintenance (CATM) Section. As a CATM instructor, you will provide classroom instruction on marksmanship fundamentals and firing techniques, weapon and range safety instruction, and operator level firearms maintenance and repair.

The minimum qualifications are:

- an ability to speak distinctly
- normal color vision
- never received nonjudicial punishment under the

Uniform Code of Military Justice (UCMJ) which resulted in either reduction or suspended reduction in grade or correctional custody for offenses involving drugs, acts of larceny, wrongful appropriation, robbery, burglary, house-breaking, or misconduct in combat

- no recorded evidence of personality disorder
- minimum mechanical ASVB score of 55
- must complete the Security Forces Career Field

training (12-week technical school) and the Combat Arms Training and Maintenance training (9-week technical school).

If interested, please call Tech. Sgt. James Mekler, 349th SFS/SFP (ART) at (707) 424-2136, or Master Sgt. Bill Bailey, during A Flight UTA, at (707) 424-4606.

## **STAND DOWN FOR VETS...VA NEEDS YOUR HELP TO COMBAT HOMELESSNESS**

TRAVIS AIR FORCE BASE, Calif. -- You can help area homeless veterans by participating in a grass roots community intervention program to provide temporary sanctuary for homeless veterans.

East Bay Stand Down 2000 will be coming to the city of Dublin, Calif., Sept. 7-10, to host a benefit fair for disadvantaged veterans. Your support is vital to the success of this program.

Stand downs are designed to bring all the support to bear on the problem of homelessness by enlisting the U.S. Department of Veterans' Affairs, the USDVA Concord Vet Center, USDVA Northern California Health Care System, Vietnam Veterans of Diablo Valley and other local organizations to provide outreach to homeless veterans. Stand downs provide a gateway to VA and community services that include assessment and screening, crisis services, counseling, referral and placement.

About one-third of the adult homeless population are veterans. On any given day, as many as 250,000 veterans are living on the streets or in shelters, and perhaps twice as many experience homelessness at some point during the course of a year.

The EBSD, held at the Camp Parks Reserve Forces Training Area, has the goal to improve the lives of homeless vets and assist them in re-entering the mainstream through provision of an array of medical, social, economic and legal services in a safe "Stand Down" environment.

If you wish to participate in the East Bay Vets Stand Down, they are in need of bus drivers, medical technicians and any other reservist who wishes to lend a hand.

You can volunteer for one or more days covering the period of Sept. 4-13 (includes the actual event plus set-up and tear-down days). MPA days will be provided to anyone who volunteers.

Contact Lt. Col. Williams, the 349th AMW point of contact, at (707) 424-3931 for more details. Bus transportation to Dublin will be provided

## **C-130s, C-141s TAKE SOLDIERS, SUPPORT TO HELP FIGHT FIRES IN IDAHO, MONTANA**

ROBINS AIR FORCE BASE, Ga. -- Air Force Reserve Command C-130 aircrews dropped fire retardant on fires in Idaho and AFRC C-141 crews transported soldiers to Montana, Aug. 13, in the on-going war against fires in the western United States.

Operating out of Spokane, Wash., two Reserve C-130s equipped with Modular Airborne Fire Fighting Systems delivered 16,200 gallons of fire retardant on fires in the Clear Creek and Maloney regions in Idaho.

Joining the two C-130s from the 302nd Airlift Wing, Peterson AFB, Colo., were two MAFFS-equipped C-130s from the Air National Guard's 146th AW, Channel Islands, Calif., which unloaded an equal amount of fire retardant on Aug. 13.

The aircrews were prevented from flying Aug. 14 because an inversion layer of trapped smoke near the ground reduced visibility and hampered flying.

Members of the two units fought fires in California until Aug. 11 when they were redirected to Washington. Each unit has 37 people, including support personnel, in Spokane. Since July 25, the combined Guard and Reserve team had released 633,000 gallons of fire retardant on fires in California near the Big Sur Forest and south of the Sequoia National Forest.

Improved fire conditions in California and the efforts of ground personnel and aircrews enabled the U.S. Forest Service to relocate the joint operation from Southern California to Spokane International Airport.

Five Reserve C-141 crews flew to Robert Gray Army Airfield in Killeen, Texas, Aug. 12 to pick up 600 soldiers from Fort Hood's 1st Cavalry Division along with

12 tons of cargo. The aircrews are from the 445th AW, Wright-Patterson AFB, Ohio; 446th AW, McChord AFB, Wash.; 452nd Air Mobility Wing, March Air Reserve Base, Calif.; 459th AW, Andrews AFB, Md.; and 514th AMW, McGuire AFB, N.J.

The next day the reservists airlifted the troops and cargo to Missoula International Airport, Mont., where the soldiers received two days of wildfire-fighting training by the U.S. Forest Service before tackling the fires. The Fort Hood soldiers joined 400 Montana National Guardsmen called to active duty to fight fires in their home state.

"It's nice to be even a small part of the fire-fighting effort," said Maj. Torsten Arnold, a C-141 pilot from McChord's 446th AW.

Providing mission support at Missoula were reservists from the 315th AW, Charleston AFB, S.C., as well as McGuire's 514th AMW, Wright-Patterson's 445th AW and Peterson's 302nd AW.

During the previous weekend, a C-141 from Wright-Patterson's 445th AW and a C-141 from March's 452nd AMW joined forces with two active-duty C-141s from McChord in the war against fires in the West. The four aircraft airlifted 750 Marines and civilian firefighters along with 12 tons of support equipment to Idaho Falls, Idaho. From there, the passengers were bussed to Clear Creek, Idaho, to join up with 900 other firefighters in the region.

As of Aug. 15, 85 large wildfires in Arizona, California, Colorado, Florida, Idaho, Montana, Nevada, Oregon, South Dakota, Texas, Utah, Washington and Wyoming, had claimed 964,721 acres, according to the National Interagency Fire Center at Boise, Idaho.

Twenty-two large fires in Idaho had swept 293,169 acres, and in Montana 25 large fires had burned 385,461 acres.

Forest Service officials said winds gusting from 30 to 40 mph in Idaho, Montana and Wyoming were expected to hamper fire-fighting efforts. Dry thunderstorms were predicted to be moving through southeastern Idaho, northwestern Wyoming and southwestern Montana, increasing the chances of new fires being ignited.

(AFRC News Service)

## AIR FORCE CONTINUES TO REVERSE SPARE PARTS SHORTFALL

WASHINGTON, D.C. — The Air Force logistics community continues efforts to reverse a negative trend in spare parts availability. The result is a 54 percent reduction in backorders for repairable spare parts since December 1998, according to logistics officials.

"What we are seeing is a general improvement in spares support, but we remain cautiously optimistic, realizing we must continue to work hard to ensure these trends

continue," said Lt. Col. Tom Meredith, supply management activity group chief, in the Air Force Aircraft and Missile Support Division.

In recent years, constrained spare parts funding combined with an unusually high operations tempo and an aging fleet degraded the level of spare parts sustainability, Meredith said. As a result, over the last decade, supply shortfalls directly contributed to an increase in non-mission capable rates.

"While increasing non-mission capable supply rates are troubling," he said, "what is more troubling is the fact that they are an indication that our Air Force professionals working on the flightline and in the depots don't always have the spare parts they need to keep planes in the air."

Without the spare parts available to keep aircraft flying required sorties, maintenance troops often have to resort to cannibalizing spare parts from one aircraft to repair another. According to Meredith, the Air Force has really been focusing on reversing this cannibalization trend because it doubles the workload for maintainers who, after cannibalizing an aircraft, must turn around and replace those parts and ready the aircraft for its own sortie.

The biggest factor contributing to recent improvements in spares availability is the partnership between the Air Staff, Air Force Materiel Command and the operational commands to establish a more accurate picture of what is required to fly the fleet combined with increased funding for buy and repair, Meredith said.

"We began increasing spares funding since fiscal 1998 and were able to fully fund 100 percent of the major commands' spares accounts for flying beginning with the fiscal 2000 President's Budget," he said. "We also focused on our readiness spares packages beginning in fiscal 2000 to ensure funding was identified. Our overall goal is to bring Air Force readiness rates back to pre-Desert Storm levels."

In fiscal 1999, the Air Force was also able to get an additional \$382 million in funding to restock supply shelves with critical aviation spares — the majority of which included engine parts. Fifty percent of these parts have already been delivered to the field and troops can expect to see most of the remaining parts delivered in fiscal 2001, according to Meredith.

Additional efforts to continue this positive trend include an initiative by the Defense Logistics Agency, in conjunction with AFMC and the Department of Defense, to invest \$500 million over four years beginning in this fiscal year. This will increase aviation and engine-related spare parts availability from 50 percent to 82 percent. Of the \$500 million, 53 percent is specifically targeted for Air Force weapons systems.

"The Air Force is making great strides to put parts in the hands of the men and women working hard on our flightlines to keep our weapon systems working," said Lt. Gen. Michael E. Zettler, deputy chief of staff for Installations and Logistics, Headquarters Air Force.

"It is too early to declare victory, but results are promising," Zettler said. "We are committed to increasing spare parts availability — ensuring logistics remains a critical force enabler."



# DOD TO SURVEY RESERVISTS, SPOUSES

Between now and November, the Department of Defense is conducting its first comprehensive satisfaction surveys of military Reserve force personnel and their spouses in eight years. A survey questionnaire is being mailed to 75,000 Reserve and National Guard members. A different questionnaire is being sent to 43,000 spouses. In a first for the Reserve, recipients are able to return the written questionnaires or respond via the Internet.

"The surveys are an important tool because, in recent years, the increased use of the National Guard and Reserve has resulted in many of these personnel spending more time away from their families and full-time civilian employment," said Charles L. Cragin, principal deputy assistant secretary of Defense for Reserve Affairs. "They also face the real possibility of being called to active duty for extended periods, creating some unique quality-of-life concerns."

The surveys will gather information on a wide range of programs, policies and issues affecting Reserve force members and spouses. Survey responses will provide a comprehensive look at morale, civilian work, economic issues, military training, military benefits and programs, mobilizations and deployments, plans to leave or continue in the military, and member and family characteristics. The effort complements the recently fielded "1999 Surveys of Active Duty Personnel and Spouses."

There are 863,698 personnel serving as Selected Reservists in the country's seven Reserve forces.

The member questionnaire will be mailed to drilling reservists, IMAs and full-time support personnel. Members up to the rank of O-6 with at least six months of

service, are eligible to be surveyed.

The sample population was determined by component, pay grade, gender, marital status, military occupation, and program status (drilling reservists, full-time support personnel, IMAs). Individuals were selected at random within these groups to ensure adequate sample sizes for subgroups of particular interest. Spouses of members were selected separately from members-sampling was of individuals rather than couples. Consequently, a spouse can be sampled whether or not the member is.

The Office of the Secretary of Defense (Reserve Affairs) will use the findings from these surveys to address reservists' concerns and inform policy officials about unit and family readiness issues, military job satisfaction and mobilization experiences. The information will also be used to respond to queries from Congress, the White House, and the news media. Survey results will be published and available on the World Wide Web by the spring of 2001.

"As a department, we must continually strive to do a better job of recognizing and dealing with issues that can adversely affect Reserve component members and their families," said Cragin. "Our ultimate objective is to craft policies that benefit reservists and, at the same time, protect our national security interests. The empirical data we gain from these surveys is critical to accomplishing this."

For more information, please call the Office of the Assistant Secretary of Defense for Reserve Affairs - Army National Guard Lt. Col. Terry Jones at (703) 695-3620, or visit the web site at: <http://raweb.osd.mil>. ✈

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